

WINE AND SPIRIT MERCHANT.
CHAZALON & Co.
MAKERS AND FRENCH PRESERVES IMPORTERS
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING
DISS BROS.
Tailors.

No. 13,542

號三十月八年六零百九千一英

HONGKONG, THURSDAY, AUGUST 30, 1906.

日一十月七年午丙

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU

AND THE CELEBRATED

KULMBACHER BIER.

Per Case of 6 doz. pils...\$18.00.

Per Case of 4 doz. qts...\$18.00.

MACEWEN, FRICKEL & CO.,

1815 3, DUDDELL STREET.

Intimations.

WHO'S WHO

IN THE

FAR EAST.

THE ONLY BOOK OF REFERENCE

WHICH GIVES

BIOGRAPHIES

OF THE

PROMINENT MEN OF

THE FAR EAST

IS NOW ON SALE

Price ... \$10.

FORWARDED TO ANY ADDRESS.

OBTAINABLE FROM THE PUBLISHERS—

QUEEN'S ROAD CENTRAL,

Hongkong.

Hongkong, July 10, 1906.

AQUATIC FETE.

AN AQUATIC FETE will be held at

the VICTORIA RECREATION

CLUB'S Enclosure, Kowloon, on FRI-

DAY, August 31st, commencing at 2 p.m.

The LADIES of the Colony are CORDI-

ALLY INVITED to be present, and for

their convenience a launch will leave Blane

Pier at 8.45 p.m., returning immediately

after the Sports.

A late train to the Peak will be run after

the Sports.

Macdonald's String Band will be in attend-

ance.

ADMISSION: Non-Members \$1.00.

Tickets may be obtained from the Under-

signed or from the Steward.

FRANK LAMBERT,

Hon. Secretary.

C/o Messrs CALDWELL, Macgregor & Co.

Hongkong, August 29, 1906. 1700

HONGKONG JOCKEY CLUB.

MEMBERS wishing to Subscribe for

"SUBSCRIPTION" Grilles for our

next RACE MEETING are requested to notify

the Undersigned before SATURDAY, the

8th September next.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, August 29, 1906. 1701

NOTICE.

PERMANENT PIER, No. 3, off Con-

naught Road, and Sutherland Street,

Victoria, Hongkong, will be OFFERED

FOR SALE by PUBLIC AUCTION at an

early date by order of the Mortgagees,

unless first sold by private contract or

redeemed.

Further particulars and date of sale will

be notified later. In the meantime inquiries

as to the property may be made to the

Undersigned.

H. K. HOLMES,

Solicitor for the Mortgagees,

54, Queen's Road, Hongkong.

29th August, 1906. 1703

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

IN accordance with Article XVI Section

7 of the ARTICLES OF ASSOCIATION

the General Managers have this day

Business Notices.

**INNES' PATENT
METALLIC ZINC POWDER.**

THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.

W. S. BAILEY & CO., Sole Agents.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,336 tons, Captain W. A. Valerius.
s.s. PATSHAN, 2,200 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Lowie.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m.
(Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodations.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain J. F. Morrison, s.s.s.
Departures from Hongkong to Macao on week days at 2 p.m., except when otherwise
notified by Express. Sunday Special Excursions, leaving Hongkong at 9.30 a.m.,
and a Second Departure about 7 p.m.
Note:—During the Summer Months the time of leaving fluctuates to suit the tide
at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 a.m. On Sundays a second
departure about 7 p.m. On Sundays about 5 p.m. (See Spec. Express).

Canton-Macao Line.

s.s. LUNGSHAN, 2,119 tons, Captain T. Hardin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE LINDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSION (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

N. LAZARUS

OPTICIAN.

No. 5, PEDDER

STREET

(UNDER HONGKONG

1927 HOTEL).

SIGHT TESTED

FREE.

LENSES GRIND.

REPAIRS

A SPECIALITY

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

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WANTED on Oct. 1, FOUR-ROOMED

FLAT.

Apply stating terms, etc., to

"P. L. F."

Care of "CHINA MAIL" Office.

Hongkong, August 27, 1906. 1693

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R. HOUGHTON,

AVAIL, MILITARY AND CIVIL

TAILOR.

16, QUEEN'S ROAD CENTRAL.

Hongkong, June 8, 1906. 1190

CARMICHAEL AND

CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

Repairs promptly attended to.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition

A. I. Code.

Liebert's Standard Code.

TELEPHONE, 232. 56

CHAMPAGNES

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 460

CAMPBELL, MOORE & CO.,

LIMITED.

JUST RECEIVED NEW

POWDER,

PERFUMERIES, SOAPS,

HAIR FRAMES,

HAIR PINS,

&c., &c., &c.

TAILORS.

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&c., &c., &c.

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PERFUMERIES, SOAPS,

HAIR FRAMES,

HAIR PINS,

&c., &c., &c.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE:—6, DES VŒUX ROAD.

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WHITE HORSE

WHISKY.

Price: \$14 PER DOZEN.

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BELLE VUE HOTEL

(LATE METROPOLE HOTEL).

WILL BE OPENED ON SATURDAY NEXT,

1st SEPTEMBER.

UNDER ENTIRELY NEW MANAGEMENT.

EUROPEAN MANAGER.

MEALS, A LA CARTE, AT ALL HOURS.

BEST WINES AND SPIRITS Sold on the Premises.

PICNICS AND PARTIES CATERED FOR.

GOOD BOWLING ALLEY AND BILLIARD TABLE.

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STAG HOTEL,

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FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.

Well furnished and airy bedrooms.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to

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1865

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SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 460

CAMPBELL, MOORE & CO.,

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HAIR FRAMES,

HAIR PINS,

&c., &c., &c.

POWDER,

PERFUMERIES, SOAPS,

HAIR FRAMES,

HAIR PINS,

&c., &c., &c.

POWDER,

PERFUMERIES, SOAPS,

HAIR FRAMES,

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&c., &c., &c.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

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FAIRALL & CO.

ARE SHOWING

NEW VOILES, MUSLINS, etc.

THIN SUMMER TWEEDS

and FLANNELS.

DRESSMAKERS, MILLINERS, GENERAL DRAPERS.

LADIES' AND CHILDREN'S SHOES.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY

Intimations.

N. & C.
RAINCOATS

INVALUABLE AT ALL TIMES. WET OR FINE.
 RAINPROOF, YET POROUS!!
COTTAM & CO., LD.,
 TAILORS AND OUTFITTERS.
 YORK BUILDINGS AND PEDDERS STREET.

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THE ONLY GENUINE

'TANSAN'

WHICH BEARS THE NAME OF
J. CLIFFORD-WILKINSON.
BEWARE OF SPURIOUS
IMITATIONS
which are unpalatable and sometimes
dangerous.

Per Case of 48 Pints	\$6.50
Per Dozen Pints	\$1.70
Per Case of 100 Splits	\$8.50
Per Dozen Splits	\$1.15

TANSAN GINGER ALE

Experts Testify That

TANSAN MAKES THE MOST
WHOLE SOME AND
PALATABLE

GINGER ALE

IN THE WORLD

PER CASE 48 PINTS	\$7.75
PER DOZEN PINTS	1.95
PER CASE 60 SPLITS	5.25
PER DOZEN SPLITS	1.30

SAMPLES ON APPLICATION

SOLE AGENTS:

H. PRICE & CO.,

Wine and Spirit Merchant,
12, QUEEN'S ROAD CENTRAL.

POWELL'S

ALEXANDRA

BUILDINGS,

SMART

HOLLAND

SKIRTS

FROM

\$5.00 each.

LINEN

BELTS

White, Navy, Green, etc.

WILL WASH SPLENDIDLY.

\$1.00 each.

Wm. POWELL, Ltd.,

HONGKONG.

SAVOY,

LIMITED.

Muslins,

Longcloth

and

Picot

EMBROIDERIES

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EDGINGS,

and

BEADINGS.

THE SAVOY, Ltd.

QUEEN'S ROAD.

THE OVERLAND 'CHINA MAIL'

The best paper for post-
ing to your friends
at home.

Ready in time for posting by
the

ENGLISH
AND
FRENCH
MAILS.

CAMPBORINE

DISINFECTING

FLUID

A PERFECT DISINFECTANT.

Distinguished Characteristics:-

NON-POISONOUS

and
FRAGRANT.

Unrivalled in Every
Respect.

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RUMJAHN & Co.,

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Hongkong, August 18, 1906.

S. MOUTRIE & Co.,

LIMITED.

HONGKONG,
SHANGHAI, TIENTSIN.

'HUMANOLA' PIANO PLAYER

With Patent Attachment for
Transposing and especially
prepared for this climate.

PRICE

\$420

RENTALS DAILY.

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S. MOUTRIE & Co., Ltd.,
YORK BUILDINGS, CHATER ROAD.
Hongkong, August 4, 1906.



**A. S. WATSON
& Co., Ltd.**

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

RAINIER

BEER -

SPARKLING

INVIGORATING
HEALTH-GIVING.

During the Hot Damp

Weather when Heavy

Drinks are out of the

Question one's thoughts

naturally turn to

'RAINIER.'

Per Case of 4 doz. quarts \$16.50

Per Doz. quarts 4.20

Per Case of 6 doz. pints. 16.50

Per Doz. Pints. 2.75

**A. S. WATSON & CO.,
LIMITED.**

ALEXANDRA BUILDINGS

Hongkong, August 22, 1906.

MEMOS. FOR TO-MORROW.

Amusements:
9 p.m. - Aquatic Photo at V.R.O.'s Enclousure, Kowloon.

General Memoranda.

SATURDAY, September 1 -
12.15 p.m. - Meeting of Hongkong Hotel
Co., Ltd., at the Co.'s Hotel.
9 p.m. - Meeting of Zeland Lodge.

SUNDAY, September 2 -
Goods per Austria undelivered after this
date subject to rent.
Goods per Prince Waldemar undelivered
after this date subject to rent.
Goods per Prince Heinrich undelivered
after this date subject to rent.
Goods per Nippon Maru undelivered
after this date subject to rent.

MONDAY, September 3 -
Goods per Germania not cleared on this
date subject to rent.
Goods per Prince Waldemar undelivered
after this date subject to rent.
Goods per Prince Heinrich undelivered
after this date subject to rent.
Goods per Nippon Maru undelivered
after this date subject to rent.

TUESDAY, September 4 -
6.30 p.m. - Organ Recital in St John's
Cathedral.

The China Mail

HONGKONG, THURSDAY, AUGUST 30, 1906.

THE OBSERVATORY.

When a typhoon is within easy distance of the Colony people begin to remember that we maintain an Observatory. At other times its existence is practically forgotten. That of course only applies to the shore population, the sea-faring folk of necessity scan the literature issued from the Observatory with the deepest interest and never overlook the fact that science has provided them with an opportunity of obtaining fore-knowledge that may save them from disaster. In the past we have had occasion to express doubt whether full value for the money expended was obtained from the Observatory. Notoriously there were several short-comings, notably the absence of an *entente* with Manila which, of course, involved the loss of invaluable data to the local institution. The forecasts in the former days were scrappy and left much to be desired. Evidently criticism has not been without its effect as the forecasts are now issued in a much improved shape and the Observatory generally has apparently developed a desire to justify its existence. While criticism, when it is called for, should be fearlessly published it is none the less a duty to frankly praise when praise is due. There is reason to believe that the astronomical data collated at the Hongkong Observatory is a highly valuable contribution to the world's knowledge of this science. Astronomy however, does not appeal to the man in the street—or the man on the ship—to the same extent as meteorology, the usefulness of which is immediately apparent. As meteorology is of the greater importance to us in a commercial sense we hope that the local Observatory will soon achieve as high a place in the list of meteorological stations of the world as it holds in regard to astronomy.

THE FOREIGN YOKE.

An interesting communication from our Amoy correspondent, which appeared in our columns yesterday under the heading "Tired of the Foreign Yoke," shows the Chinese in rather a new light. The proposition that the Chinese all over the Empire should contribute, according to their means, to pay off at once the indemnity demanded for the Boxer campaign is, we are told, hailed with patriotic enthusiasm. The only qualm of doubt which the people of Amoy feel is in regard to the percentage of their contributions which will stick to the fingers of the officials. No doubt there is reason for their suspicion. While outsiders have no right to interfere in any way with the incarnation of a spirit of patriotism among the Chinese, the movement must be regarded with some apprehension. Patriotism is a most excellent thing in its way but there is reason to fear that the Chinese conceive it to be something different from the sentiment which goes by that name in western countries. The patriotism of the Chinese is likely to be the narrow prejudice which would ordain that foreigners and foreign capital should be discour-

aged to the utmost. Most of the missionary and other outrages which have stained the pages of China's history have had their genesis in the mistaken kind of patriotism to which we refer. The allusions to the "foreign yoke" which have frequently been heard of late suggest an enslaved China groaning under the impositions of alien taskmasters. What is the fact? China is not interfered with in any way in regard to her internal administration, except the Customs Department which foreign aid has made a magnificently productive asset of the Empire. It is also true that portions of the Chinese Empire have been leased to foreigners but there are indications that the most humiliating instance of this kind will ultimately result to the advantage of China. Putting aside the inflated oratory of the anti-foreigners China's position cannot be held to be that of a nation in servitude. Her foreign policy is untrammelled and, as soon as she shows the capacity, the smaller restrictions, which the demagogic "patriots" make so much of, will be removed. China should make haste slowly.

In our leading columns we have more than once expressed a doubt whether we were quite playing the game with Japan in reducing our army. The argument that Mr. Haldane advanced was that increased efficiency would more than compensate for the reduction in strength. All the authorities, however, have ridiculed this claim. The most important Japanese paper, the *Jiji*, has lately made some remarks upon Great Britain's military system, which, though not exactly reproaches of the latest scheme of re-organisation, are none the less interesting. Our contemporary marvels, as well it may, that the system of conscription should not be adopted in Great Britain, a country "renowned for its military glory." The *Jiji* proceeds:—"Setting aside the question of the necessity of extension, or reduction in the number of men in the British army, there is one fact which is recognised by all foreign nations, that notwithstanding her immense disparity in the number of men compared with the armies of France and Germany, Great Britain is expending more than £30,000,000 on her army per year, a sum not surpassed by the two continental countries. Thus that Great Britain is spending money quite disproportionately to her military strength appears to be self-evident, which fact must be attributed to her system of non-conscription. Viewed simply from a pecuniary point of view, the present system offers great disadvantages. There may be, no doubt, some difficulties in adopting a compulsory military service among people like the English, whose spirit of self-government and independence is strong, but it is a universally accepted truth that the defence of a country should be equally borne by all the countrymen, and in a nation, like the English, whose well-known love for their country is so ardent, this fact must be apparent to all." The *Jiji* concludes by stating that the conscription system is more easily adopted than supposed, and hopes that the opinions of Lord Roberts will gain force in Great Britain day by day.

The exceptional energy shown by the Japanese in their administration of affairs at Seoul has surprised many people and annoyed not a few. From the first Japan made no bones about what she meant to do in the Korean capital, and if she has disturbed the proverbial morning calm of the place it has only been in an endeavour to give the Angelen stables a thorough and wholesome clean out. Marquis Ito went to the task with his sleeves rolled up and if the ultimate result is going to be the Japanizing of the country no one is more to blame than the Koreans themselves. Lethargy has found a nest in the marrow of the nation and seems to have sucked away all initiative and desire for progress. Nothing more was desired than to lazily drift on to the end. They cared not a jot for the scurrying world without; their troubles about science and invention—all they wanted was to be left alone with their own petty concerns and their jordanio balm. But that is what the Japanese do not intend to let them do. From an appreciation in a Japanese paper it seems that Marquis Ito attends office every day from 8 a.m. to 2 p.m., during which time he devotes himself to all

visitors other than those coming on public business. Foreign affairs give him much employment, and documents relating to their management lie piled on his desk. The system recently introduced for excluding bad characters from the Palace is working very successfully, and the so-called "miscellanies" are now conspicuous by their absence. Moreover the members of the Cabinet look up to Marquis Ito almost though he were their father, and it is thought that if things continue in this groove the task of administrative reform will be successfully achieved. But the attitude of the Court remains still questionable: no reliance can be placed on its sincerity. The Emperor is said to be very anxious for a development of the military establishment, but Marquis Ito holds that armaments must be in consonance with the general condition of the country's civilisation, and he therefore advocates the founding of schools rather than the raising of regiments.

LOCAL AND COAST NEWS.

It is stated that the following appointments in the Japanese Diplomatic service will shortly be made:—Mr. Takahira, ex-Japanese Minister at Washington, to be Japanese Minister at Vienna, with the understanding that he will subsequently be raised to the rank of Ambassador; Mr. Inagaki, ex-Minister to Siam, to be Minister to Spain; Mr. Hagi, Councillor to the Japanese Embassy at London, to be Minister to Brazil; Mr. Ishihara, Japanese Consul-General at Tientsin, to be Minister to Siam; and Mr. Akabane, ex-Japanese Minister to Spain, to be Minister to Holland.

About a quarter past two this afternoon as one of the electric trams was turning the corner prior to descending the short incline by the City Hall, the trolley pole became detached and began swinging about in an aimless manner. The car, of course, carried on down the incline. When near the bottom, the long arm swung round until it was over the front of the car and in the turn at the corner came in contact with the live wires overhead. A report, a brilliant flash and the hissing of burning wires were the first intimation the inmates of the car had that an accident had happened. The car was stopped, and yards of wire were hanging loose from the poles and lying on the track of the line.

BY WHARF AND WAVE.

The N.Y.K. has announced in Japan that a discount of twenty per cent. will be allowed for the passage to Europe and back. As an instance it may be mentioned that the charge from Yokohama to London and out to Japan again will henceforth be ¥980, a single passage costing ¥550.

The accelerated mail service of the C.P.R. began with the departure from Hongkong to-day of the "Empress of India." Immediately on arrival of the "Empress of India" at Vancouver, due at noon on the 17th September, a special mail train will leave to make connection with the "Empress of Britain" at Quebec on the 21st September. First-class passengers booked through to Europe will be carried on this train.

At the present time there are four Japanese shipping companies operating their vessels on the Yangtze—the Nippon Yusen Kaisha, Osaka Shosen Kaisha, Naniwa Steamship Company, and Daito Steamship Company. The three latter companies receive a subsidy from the Government. A proposal was made some time ago to amalgamate these four services, and thus endeavour to extend the business to their mutual advantage. The project fell through, as the subsidised concerns were aware that in the event of incorporation the subsidies would cease to be paid. The subject has again been mooted, and the companies interested have agreed to form a combine for the purpose of competing against the other foreign steamers.

Mr. Kondo, President of the N.Y.K., will leave Japan at an early date for the purpose of investigating the shipping business in Korea and China. After visiting various ports along the Japan Sea, he will proceed to Fusan, Chemulpo, Tairen, Newchwang, Tientsin, and Peking. From the capital he will go to Hankow by rail, and after closely inquiring into the Yangtze business will embark at Shanghai for Japan. Mr. Hamada, manager of the Osaka branch of the N.Y.K., will join Mr. Kondo at Fushiki.

Sorry—Pa, what is a safety match? Pa (looking carefully about to see if his wife is within hearing distance)—A safety match, my boy, is when a bald-headed man marries an amiable woman.

"I am full of the sea," he said dreamily. "Do you know how happy that is to be full of the sea?" Dear boy, sitting on a boulder, nodded with emphasis. "Course I do," she agreed joyously. "Your heart ripples an' laughs."

CHAMBERLAIN'S COLIC CHOLERA AND DIARRHOEA REMEDY.

THIS is a perfectly reliable medicine for Colic, cholera, and one that has never been known to fail even in the most severe and dangerous cases. For sale by all chemists and druggists.

BY TELEGRAPH.

LIBERALISM IN SPAIN.

LONDON, August 29.

In defiance to the opposition of the Vatican, King Alfonso, of Spain, has just signed a decree which abolishes all the rights previously held by the church to interfere with civil marriages. This is regarded as a triumph for liberalism in Spain.

RUSSIA.

MORE BLOODSHED IMMINENT.

Exclusive Service, supplied by Reuter, via Bombay.

LONDON, August 29.

A society has been formed at St. Petersburg, which styles itself the "Death for Death Society." The society has been formed for the purposes of revenge and has issued a warning that vengeance for the Stolypin outrage is imminent.

[REUTER'S SERVICE.]

RUSSIA.

Another Manifesto.

LONDON, August 28.

The Tsar has issued a manifesto empowering the Agrarian Bank to arrange for the sale of large estates to the peasants.

Revolutionaries Strong.

LONDON, August 28.

The Russian revolutionaries declare that their organisation is so good that no number of arrests can hinder the execution of their plans. Hundreds of agitators have been sent to the provinces to stir up the peasants and are succeeding beyond all expectations.

Guards and detectives have been increased at Peterhoff, and at all the line stations. Arrests in the capital continue on a vast scale and the activity of the revolutionaries is greater than ever. Innumerable cases of arson have occurred in the provinces; sixty at Elizabethgrad alone during the past week.

RUSSIA AND BULGARIA.

LONDON, August 28.

The Russo-Bulgarian incident is settled, and diplomatic relations have been resumed, Bulgaria having given satisfactory explanations.

BARON KOMURA IN LONDON.

LONDON, August 28.

Baron Komura called on Sir Edward Grey this afternoon and will probably have audience with the King on the 10th prox.

THE CUBAN INSURRECTION.

LONDON, August 28.

In view of an amnesty, nearly all of the Cuban insurgent leaders are willing to disband if they are guaranteed immunity.

THE TYPHOON.

There was not a sampan to be seen on the harbour this morning, all of the Chinese craft having taken refuge at the back of Stonecutters' Chinaman, the typhoon shelter and other refuges. This morning at eight o'clock the typhoon was reported by the Observatory to be still within 300 miles of the Colony and to have moved round from the east to the north-east of Hongkong. Heavy rain fell last night and there was every indication of rough weather but there does not now appear much likelihood of the disturbance striking Hongkong. The Admiralty collier "Mercedes" was the only arrival in the harbour during the morning and the captain reported having encountered very rough weather outside of Hongkong waters.

SPORTING.

Long Distance Swimming.

Under the auspices of the Nagasaki Swimming Association, a long-distance swim took place on August 15. There was no attempt to race, says the *Nagasaki Press*, the swimmers keeping together escorted by launches and campans. The course was from the Boat-house, Kokone, to Fukahori and thence to Nezumi-jima, a distance of fifteen miles. One hundred and forty persons started from the Boat-house at 9 a.m. At Fukahori, which was reached at 2 p.m., the swimmers left the water for an hour and partook of refreshments. One hundred and six swimmers, mostly students from the local schools and including six girls, finished the course, Nezumi-jima being reached 6 p.m.

A GOOD RULE FOR THE HOME.

MAKE it one of your regular habits to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy in your home as a safeguard against a sudden attack of bowel complaint. It is certain that if needed sooner or later, and when that time comes it will be needed badly. For sale by all chemists and druggists.

BY TELEGRAPH.

THE TYPHOON.

NORTH OF AMOY.

(From Our Correspondent.)

Swatow, August 30.—The typhoon veered to the north-west last night and did not strike Swatow.

It is now probably north of Amoy. [Bad weather is being experienced at Amoy. A wire received by Mr. S. Silverstone (Pacific Mail S.S. Co.) stated that the typhoon was abating and that the P. M. S. S. Coy's "Mongolia," which has been detained there waiting to load cargo, would probably load to-day.—Ed., C.M.]

ATTEMPTED MURDER.

RUSSIAN CONSUL SHOT.

(From Our Correspondent.)

SHANGHAI, August 30.

An attempt was made yesterday to assassinate Mr. N. Kaplew (Russian Consul at Tientsin.)

A Levitsky, Postal Agent at the Consulate, shot the Consul at the Consulate, but the wound, though dangerous, has not proved fatal. Levitsky has been arrested.

ENGLISHMAN MURDERED.

A MYSTERIOUS OCCURRENCE.

(From our Correspondent.)

SHANGHAI, August 30.

An Englishman, named E. Wills, who was formerly employed by the Chinese Engineering and Mining Company at Tongshan has been mysteriously murdered near Jehol, where he was employed at the Mandis mines.

[Tongshan is an important town in the Chihli province, and is the centre of the coal mining district. Jehol is on the Junko, near Chengtufu and slightly over 100 miles north west from Shanhaikwan.—Ed., C.M.]

CHINESE OFFICIAL ETIQUETTE.

COMMISSIONERS' LENGTHY MEMORIAL.

(Chinese Mail's Service.)

PEKING, August 29.

The joint memorial to be submitted to the Throne by Tai Hung Chi and Tuan Fang recommending a change of official etiquette contains twenty thousand expressions and is to be presented in eight instalments.

THE PANAMA CANAL.

A WARNING TO CHINESE.

(Chinese Mail's Service.)

PEKING, August 29.

Chinese residents in the vicinity of Panama have cabled the Peking Government that the U. S. Government is about to recruit labourers for Panama, and point out that the weather there is most unfavourable and a high rate of fatalities prevails.

The cable asks the Peking Government to warn the Chinese not to go.

The very latest thing in cures for hay fever is "cold storage." A gentleman who was a great victim to hay fever, happened one summer to spend two hours in the refrigerator hold of a steamer. This cured him, and he had no further attacks.

A RELIABLE REMEDY FOR DYSENTERY AND DIARRHOEA.

As the season is at hand when diarrhoea and dysentery are prevalent, a reliable remedy should always be kept in the house for immediate use. The success of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the treatment of bowel trouble, has brought it into almost universal use, and the following letter indicates it is giving satisfaction in South Africa. Mr. J. H. Morris, Chemist at George, Cape Colony, says: "I have stocked Chamberlain's Remedy for some years and find them thoroughly reliable, and in all cases answering the purpose for which they are intended." For sale by all chemists and storekeepers.

INSPECTOR GIDLEY'S CASE.

Case For The Prosecution.

The hearing was continued at the Magistrate's Court this afternoon, by Mr. H. H. J. Gumpert, of the charges of bribery preferred against Sanitary Inspector H. J. W. Gidley.

Mr. F. D. L. Bowley (Crown Solicitor) prosecuted, and Mr. C. D. Wilkinson represented the defendant.

Mr. Bowley continued the case for the prosecution.

Kwok Wing Koo, bill and rent collector to the Yuen Fat Hong, deposed that he had been employed by the firm for 32 years. He collected rents for Sing Koo, which was the firm name used in connection with the Yuen Fat Hong property. Ko Kwi Shun was the owner of No. 8 and 10, Bonham Strand West, and 138, Bonham Strand, and 177, Wing Lok Street. Witness remembered making a payment of \$25 in the 10th moon last year. The last witness gave him the money—the accountant of the Yuen Fat Hong. Witness took the money to the contractor, Lik Kee, and was accompanied by Lik Kee's broker Mok. He saw the manager at Lik Kee's shop (identified by witness) and gave him the money and the notices that had been served on the firm by the Sanitary Board. The manager was Chak Hok King and witness asked for a receipt for the money but could not get one.

Cross-examined—Witness did not know Lik Kee or know of his place previous to taking the money to him. He knew where to find Lik Kee because a small piece of paper with his address on it was handed in to the Hong when the Sanitary Board notices were served. There were three people present when witness paid over the money. Witness was not told to ask for a receipt for the money, it was his usual custom to demand a receipt. Lik Kee said there was no receipt but that the paper (meaning the notices) would be signed and it would all right.

Re-examined—Witness saw the small piece of paper which was handed in giving Lik Kee's address. The paper was pasted up in the accountant's room at the Yuen Fat Hong. The first occasion on which he saw Chak Hok King was when he went to call prior to paying the money. Witness could not say when the concrete was re-laid in house No. 10.

Chak Hok King, contractor, said that he traded under the firm name of Lik Kee. He was born in Hongkong and went to school at Queen's College. He was there for four or five years. He could only speak a little English. He first met defendant at Queen's College and renewed the acquaintance last year. Witness's father was a building contractor and started the firm of Lik Kee over ten or twelve years ago. It was at the end of the 9th moon that he met defendant. A friend asked him to lay some concrete and gave him a piece of paper. Witness took the piece of paper to the Sanitary Board branch office to see about the work and saw defendant. He said to him "Inspector. I wish you would go to this house (No. 10, Hollywood Road) and inspect the concrete." Defendant looked at the paper and looked at witness and said he would go in the afternoon. Defendant then said "It seems to me I have seen you before." Witness replied that he remembered defendant and that he was a school mate of his. Defendant asked if witness was a building contractor and on being told that he was said "Would you like to do some concrete work?" Witness said "Yes" and defendant replied "After this when I send out some papers for concreting I will inform you. But you must remember me." Defendant added "Wait for me at No. 241." Witness said all right and left, thanking defendant. The conversation was carried on in English and Chinese. Defendant spoke Chinese very well. Witness thought there were some Chinese present during the conversation. Witness went to the house at Hollywood Road and met defendant. Defendant examined the concrete and condemned it and witness got the job of re-laying it. The owner was witness's friend. Defendant again said he would give witness some work and witness visited him subsequently at the office. Some times defendant gave him the numbers of houses where work was to be done. Witness got other jobs in this way, amongst which were two houses in Hollywood Road, one in Upper Lascar Road, one in Lower Lascar Road, some houses in Des Voeux Road and others. He re-laid the floors in these houses and did other work. In the case of the houses in Queen's Road West exemption was granted. Witness knew the broker Mok. Mok got business for him and witness paid him a commission. When witness became friendly with defendant he introduced Mok to him. He told defendant that he (witness) was busy during the day and that Mok was his broker and would act for him. Defendant agreed to supply information to Mok. When the numbers of houses were sent to witness he would hand them over to Mok who would find out who was the owner. Mok's ordinary business was that of a rice broker. Mok went out twice and could not get business and then he told the defendant. After that witness supplied Mok with his business card. Witness was one of the contractors authorized to do drainage work for the Sanitary Board. One day, after rain, about the end of the 10th moon, a man from the Yuen Fat Hong came to see witness about re-concreting. The man wanted witness to go to the Hong but he did not do so but instead sent Mok. When Mok returned he brought two Sanitary Board notices. After a conversation with Mok witness went to see the defendant at his house. Defendant was alone and witness said to him "The owner of these houses asked if you could not exempt them from re-concreting." Witness

added "The owner will give you a present." Defendant said "If he does not want to lay concrete I will do it as before, \$25 per house. I will look at the houses to-morrow." Previously defendant passed, houses 119 and 131, Des Voeux Road, under the same circumstances. In this case witness took defendant to the Sanitary Board's notices and he said "If concrete is not to be laid it would be \$25 for each house." The owner agreed and the houses were passed after defendant had made an inspection. The money (\$500) was paid to defendant and defendant gave witness back \$10.

That was a long time ago and witness could not remember the date. Returning to the case of the Yuen Fat Hong the last witness brought the money (\$250) next morning. Mok was present at this time. After this witness took the money and saw the defendant at his office. Witness said to him "The owner of the numbers which I showed you last night has sent me this thing." Defendant said to send a note and wait for him. Defendant came after some time and they all went to the Yuen Fat Hong and defendant inspected them. The inspection took a very short time, in some cases the floor was dug up and in others it was thumped. They examined all of the houses. There was no digging at the houses in Queen's Road West, only thumping. In the Yuen Fat Hong's premises one tile was taken up and a hole about six inches deep dug. The concrete was of the ordinary quality; soft, not hard. Defendant said it was soft. They then left and witness asked which houses were good and which were not. Defendant replied that all of them were good. Witness then went to defendant's house and saw him in his bedroom, alone. Witness at once took out the notices and said to defendant "Here is \$250." He accepted and returned witness \$50. Defendant kept \$200 and put the money into a drawer. Defendant wrote on the notice that he had inspected the floor and found them good. The case was proceeding at 4.30 o'clock when our report closed.

RAILWAY ACCIDENT.

One Man Killed.

(From Our Correspondent.)

CANTON, August 29.

Train No. 29 was proceeding from Fatsan to Saiman the other day when a man was killed. It appears that the deceased was walking parallel with the line when a sudden gust of wind blew his umbrella towards the train.

He ran after it in order to get it back, but was knocked down by the train. He died almost immediately from fracture of the skull.

SOCIALISM IN JAPAN.

The Wisdom of Non-Interference.

The *Nichi Nichi*, as we learn from a summary in the *Japan Mail*, has been making some noteworthy observations concerning the prospects of Socialism in Japan. In the *Nichi Nichi*'s view, socialist doctrines have not made any progress in Japan and are not likely to make any progress under existing circumstances. The last Cabinet showed some disposition to take administrative measures for checking the growth of this troublesome doctrine, but the present Cabinet leaves it severely alone, which is far the wisest policy. Undoubtedly there are in Japan persons who find pleasure in academic investigations and discussions of socialist principles, but between mere talk as a mental exercise and practical consummation there is a very wide interval, and probably the quickest way to bridge it would be to employ official authority in a repressive sense. Compulsion begets obstinacy. Men who, if left alone, would be content never to carry their fancies beyond the confines of their studies, may be driven to practical agitation and even to violent acts by anything resembling official suppression. England, by leaving Socialism to be blown upon by the free air of heaven, has hitherto succeeded in depriving it of all mischievous potentialities. If its advocates become clamorous, they are at once confronted by powerful arguments on the other side, and such reason rules peacefully where law with all its strength would fail. Japan, the *Nichi Nichi* concludes, may be said to be thus far free from the taint of socialism, and the surest means of continuing to enjoy that immunity is to let well alone.

"The most distressing experience I ever had," a well-known lecturer recently declared, "was in a colliery village not many miles from the Border. 'Go beg with,' had to give my lecture to less than a hundred people, over whose heads, my best points passed unheeded. The chairman, too, was a very trying individual. With the best intentions in the world he kept on apologizing for no one thought it necessary to assist him; he was melancholy in the extreme. Finally, he got up to propose a vote of thanks, and the moment of my real trial dawned. 'Ladies and gentlemen, he commended, we have had a charming lecture, and I am sure you have enjoyed listening to it. (Dead silence in the room.) 'I have, for one,' defiantly, 'and I take great pleasure, Mr. —, in handing you your cheque, and to my horror he held the cheque out to me. 'No, no, not now.' 'Keep it for goodness' sake.' He looked puzzled for a second, and then his eyes glared. 'Oh, I see, you haven't a bank account,' he whispered back. 'I'll soon make that all right.' Then, before I could stop him, he shouted to a reduced farmer in the rear: 'We have had a charming lecture, and I am sure you have enjoyed listening to it. (Dead silence in the room.) 'I have, for one,' defiantly, 'and I take great pleasure, Mr. —, in handing you your cheque, and to my horror he held the cheque out to me. 'No, no, not now.' 'Keep it for goodness' sake.' He looked puzzled for a second, and then his eyes glared. 'Oh, I see, you haven't a bank account,' he whispered back. 'I'll soon make that all right.' Then, before I could stop him, he shouted to a reduced farmer in the rear: 'We have had a charming lecture, and I am sure you have enjoyed listening to it. (Dead silence in the room.) 'I have, for one,' defiantly, 'and I take great pleasure, Mr. —, in handing you your cheque, and to my horror he held the cheque out to me. 'No, no, not now.' 'Keep it for goodness' sake.' He looked puzzled for a second, and then his eyes glared. 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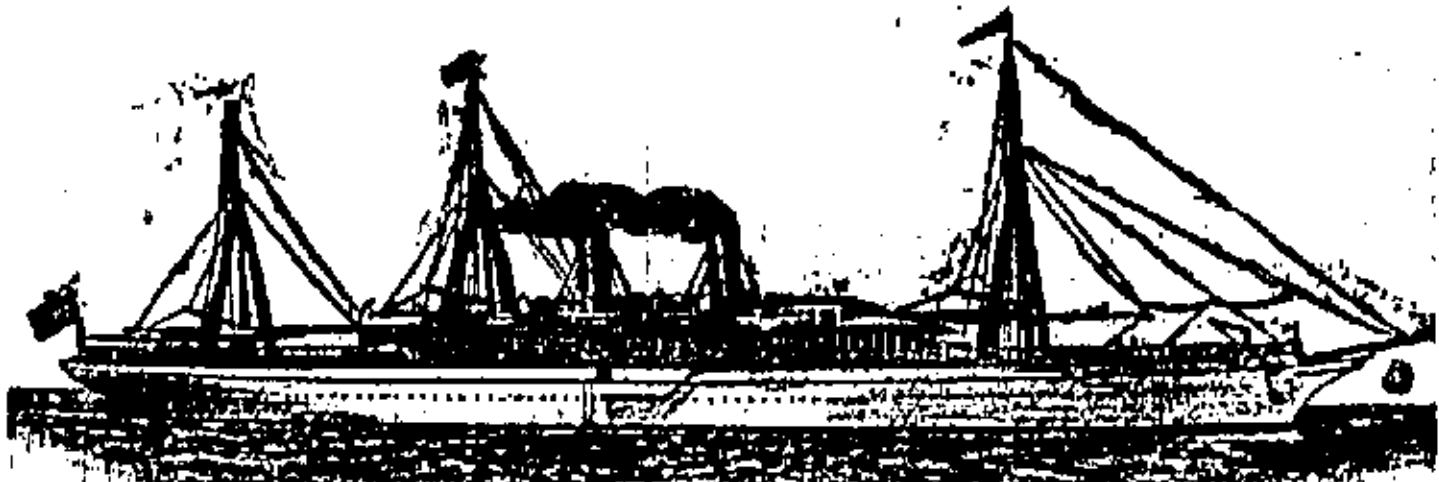
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SHANGHAI, etc.	T. H. HIDE, R.M.S.	September	Freight and Passage.
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MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HAJATA MARU, Tons 6,166, Capt. T. Murai	WEDNESDAY, 5th Sept., at Daylight.
	SADO MARU, Tons 6,227, Capt. Geo. Anderson	WEDNESDAY, 19th Sept., at Daylight.
	BYINGO MARU, Tons 6,243	WEDNESDAY, 3rd Oct., at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBE AND YOKOHAMA.	SHINANO MARU, Tons 6,388, Capt. N. Ohno	MONDAY, 17th Sept., at 4 p.m.
	AKI MARU, Tons 6,444, Capt. M. Yagi	MONDAY, 15th Oct., at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, VICTORIA AND MELBOURNE.	KIKKO MARU, Tons 6,538, Capt. E. W. Haswell	FRIDAY, 7th Sept., at Noon.
	KUMANO MARU, Tons 6,076, Capt. Hunter	SATURDAY, 29th Sept., at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	PROMETHEUS, Tons 6,179, Capt. Kornelissen	WEDNESDAY, 5th Sept., at Noon.
BANGKOK, via SWATOW.		SATURDAY, 1st Sept., at 3 p.m.

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CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT, MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	MACHON	2nd September.
GLASGOW AND LIVERPOOL	TEENAI	8th "
GLASGOW AND LIVERPOOL	MOYNE	13th "
GLASGOW AND LIVERPOOL	AGAMEMNON	18th "
GLASGOW AND LIVERPOOL	ALGHA	20th "
GLASGOW AND LIVERPOOL	MENELAUS	27th "
GLASGOW AND LIVERPOOL	NINGCHOW	27th "

HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	DIOMED	11th September.
GENOA, MARSEILLES & LIVERPOOL	PELUS	20th "
LONDON, AMSTERDAM & ANTWERP	CYCLOS	25th "
HAVRE, ROTTERDAM & LIVERPOOL	KINROCK	30th "

* Taking Cargo for Liverpool, at London Rates. † Via Bangkok.

TRANS-PACIFIC SERVICE.

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	NINGCHOW	29th September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	STANTON	5th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

STEAMERS	TO SAIL
CHINKIANG	31st August.
NINGPO & SHANGHAI	3rd August.
CEBU & ILOILO	31st August.
TSINGTAO, CHEFOO & NEWCHOW	1st September.
MANILA	4th September.
SHANGHAI	4th September.
TIENSHIN	5th September.
CHEFOO & NEWCHOW	5th September.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	5th October.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports. N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light—Perfect Cuisine—Surgeon—Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila	SATURDAY, 1st September, at 12 o'clock Noon.
RUBI	2540	R. Almond	Manila	SATURDAY, 8th September, at 12 o'clock Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. SOUTH AMERICA.....About 10th October, 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at Malabar Coast.)

THE Steamship FOXLEY.

Captain FOXLEY will be despatched for the above ports on or about TUESDAY, the 4th September.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, August 8, 1906.

SHIRE LINE STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship RADNORSHIRE.

will be despatched for the above ports on or about THURSDAY, the 20th September, 1906.

For Freight & Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, August 1906.

Shipping.

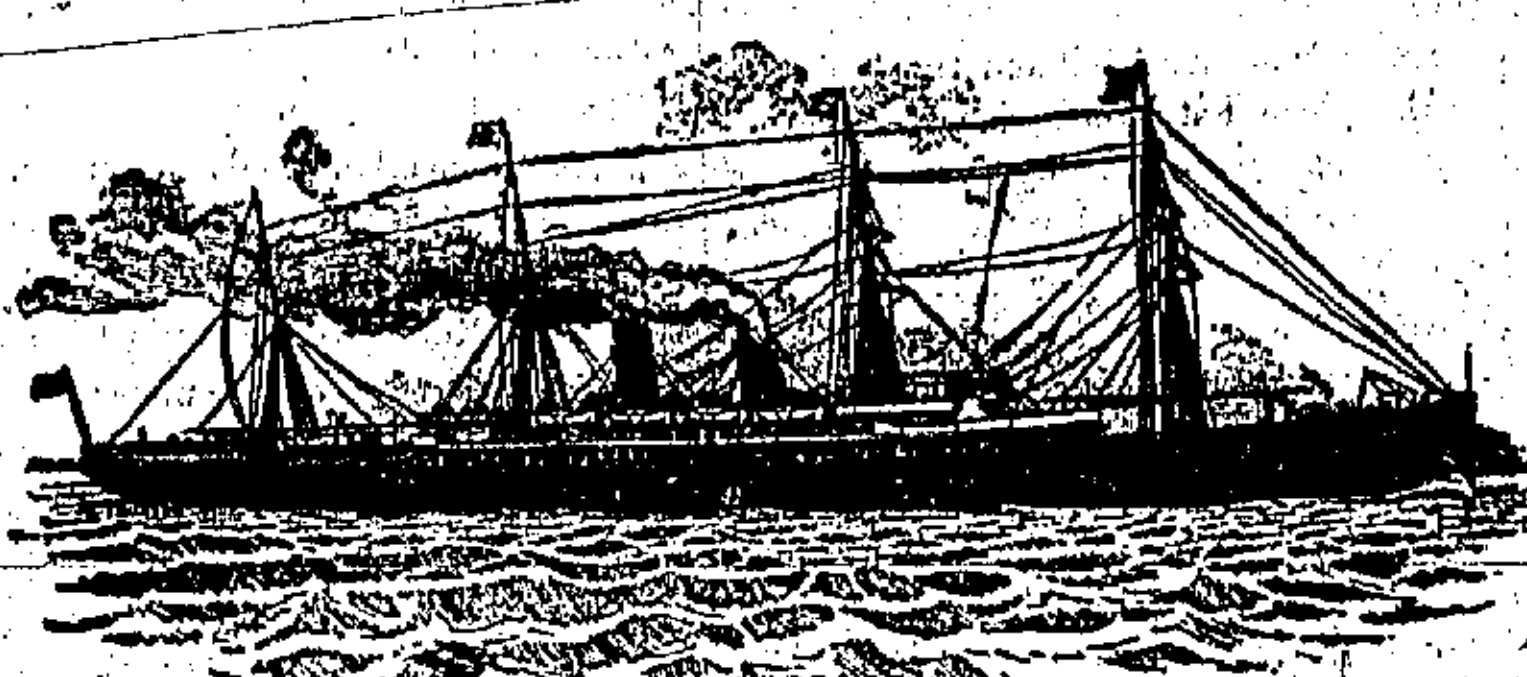
PACIFIC MAIL S.S. CO.

OCCIDENTAL AND ORIENTAL S.S. CO.

TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TO SAIL
* NIPPON MARU	4th Sept., at Noon.
* DORIC	14th Sept., at Noon.
* COPTIC	22nd Sept., at Noon.
* HONGKONG MARU	2nd Oct., at Noon.
* KOREA	12th Oct., at Noon.
* AMERICA MARU	23rd Oct., at Noon.
* SIBERIA	30th Oct., at Noon.
* CHINA	6th Nov., at Noon.
* MONGOLIA	13th Nov., at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco.....S.S. KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu.....S.S. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 10 hours.
San Francisco to Yokohama.....S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 18 hours.
Yokohama to San Francisco.....S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 20 minutes.

THE T. K. K. Steamship NIPPON MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 4th September, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Land Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

NUMOMEDIA.....4370 G. MEISNER.....Sept. 16, at Daylight.

NUMANTIA.....4370 FELDTHANN.....Oct. 9, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* SHANGHAI	CHOYSANG	FRIDAY, Aug. 31, at 4 p.m.
* MANILA	YUENSANG	FRIDAY, Aug. 31, at 4 p.m.
* SINGAPORE, PENANG, AND CALCUTTA	NAMANG	SATURDAY, Sept. 1, at 3 p.m.
* TIENSHIN	CHEONGSHING	SUNDAY, Sept. 2, Daylight.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* Taking Cargo on through Bills of Lading to Lahad Dato, Simporna, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.O. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail
* PLEIADES	3703	F. G. Dartington	20th September.
* CYRA	3417	C. W. Williams	20th September.
* SHAWMUT	3603	E. V. Robertson	24th October.

* Cargo only.

SHIP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The "Twin-screw" s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels enables them to sail. Electric fan in each room. Barber's shop and "lounge" for cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information Apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS.

Shipping.

EASTERN & AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TONKIN, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TARKANA, &c.)

THE Steamship EASTERN.

Captain POWELL will be despatched as above on SATURDAY, the 1st September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 2, 1906.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship SALAZIE.

Captain ALLARD will be despatched for the above ports on or about MONDAY, the 3rd September.

O. DE CHAMPEAUX, Agent.

Hongkong, August 27, 1906.

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, SYDNEY, BATAVIA, COLOMBO, AUSTRALIA, ADE, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship CALEDONNIEN.

Captain GROSSET will be despatched for MARSEILLES on TUESDAY, the 4th September, 1906, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. POLYTHESION.....Sept. 16, 1906.

S.S. SALAZIE.....Oct. 16, 1906.

S.S. OCEANIE.....Oct. 16, 1906.

G. DE CHAMPEAUX, Agent.

Hongkong, August 22, 1906.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADE, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AMERICAN PORTS.

THE Steamship MALTA, Captain R. A. PETERS, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Macedonia, 6,522 tons, from Colombo; Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. Arcadia, due in London on the 21st October, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The conditions and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, August 25, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & IQUIQUE, via JAPAN PORTS.

Will be sent to Valparaiso if sufficient inducement.

THE Steamship GLENFARG.

Tons 4000, will be despatched for Salina Cruz, Callao, and Iquique, via Japan Ports, on TUESDAY, the 11th Sept., at Noon.

S.S. KASATO MARU 6000.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to E. MATSUDA, Manager.

Yok Building.

Hongkong, August 24, 1906.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR
MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from COLOMBO to	Marseilles & London	London
			(Days earlier)	(1 day later)
MAITIA	Sept. 8	MAEDONTIA	Sunday, Oct. 7	Saturday, Oct. 14
DEVANHA	Sept. 22	OHINA	Oct. 21	Oct. 28
OCEANA	Oct. 6	INDIA	Nov. 3	Nov. 10
DELHI	Oct. 20	BRITANTIA	Nov. 17	Nov. 24
SIMLA	Nov. 3	MOLTAN	Dec. 1	Dec. 8
DELTA	Nov. 17		Dec. 15	Dec. 22
MAITIA	Dec. 1	HIMALAYA	Dec. 29	Jan. 5
DEVANHA	Dec. 15	MOLDAVIA	Jan. 12	Jan. 19
DELHI	Dec. 29	VICTORIA	Jan. 26	Feb. 2
ARADIA	Jan. 12, 1907	OHINA	Feb. 9	Feb. 16

* The "Oceana" proceeds through, and takes passengers for Marseilles and London without transshipment.
Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:—
INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR
LONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
to	HONGKONG	London
JAVA	Sept. 12	Oct. 29
MANILA	Sept. 24	Dec. 10
NILE	Oct. 7	Dec. 24
CYLON	Oct. 21	Jan. 7, 1907
SUM TRA	Nov. 4	Jan. 21
NAMUR	Nov. 18	Feb. 4
NUBIA	Dec. 2	Feb. 18
BORNEO	Dec. 16	Mar. 4

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry only First Saloon Passengers.
* Carries 1st and 2nd Saloon Passengers.
For Passage, Apply to
E. A. HEWETT, Superintendent.

2921

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOMELINE.

Steamers	Destination	To Sail
SUEVIA	YOKOHAMA & KOBE	5th Sept.
SEGROVIA	YOKOHAMA & KOBE	13th Sept.
* BRISGAVIA	SHANGHAI, YOKOHAMA & KOBE	28th Sept.
HABSBURG	SHANGHAI, YOKOHAMA & KOBE	29th Sept.

HOMEBWARD.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIZEST, GENOA, PORTS in the LEVANT: BLACK SEA and Baltic Ports: NORTH and SOUTH AMERICAN PORTS, also via ADEEN or Port Said by the "ARABIC PERSIAN SERVICE" to ADEEN and PERSIAN GULF PORTS.)

Steamers	Destination	To Sail
* SILESIA	NAPLES, HAVRE, BREMEN & HAMBURG	6th Sept.
Capt. Bahle	via Singapore, Penang & Colombo	
HELVETIA	HAVRE & HAMBURG	10th Sept.
Capt. Neumann	via Singapore, Penang & Colombo	
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAM- BURG	20th Sept.
Capt. Dobren	via Singapore, Penang & Colombo	
LIBERIA	HAVRE & HAMBURG	22nd Sept.
Capt. Rier	via Singapore, Penang & Colombo	
SENEGAMBIA	HAVRE & HAMBURG	2nd Oct.
Capt. Peter	via Singapore, Penang & Colombo	
SEGROVIA	HAVRE, BREMEN & HAMBURG	16th Oct.
Capt. Schoenfeldt	via Singapore, Penang & Colombo	
HABSBURG	NAPLES, HAVRE & HAMBURG	30th Oct.
Capt. Filler	via Singapore, Penang & Colombo	

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabin amply lighted throughout by electricity, duly qualified Doctor and Stewardess on board. Laundry on board.

COAST SERVICE.
DAPHNE { NAGASAKI AND VLADI- } 31st August.
 VOSTOK. } Freight & Passengers.
* KOWLOON.....SHANGHAI AND OHINKANG. } To follow.
* Taking Cargo at through Rates to Tientsin and CHEMULPO.

For Freight and Passage, apply to
For Steamers of the Coast Service
marked f to
SIEMSEN & CO. HAMBURG AMERIKA LINIE
HONGKONG OFFICE. 313

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

The Co.'s S.S.	For	Leaving
MASAN MARU, Capt. S. TAKAHASHI	TAMU, via SWATOW AND AMOY.	SUNDAY, Sept. 2, at 10 a.m.
AKASHI MARU, Capt. J. A. MURRAY	ANPING, via SWATOW AND AMOY.	WEDNESDAY, Sept. 5, at Noon.
* SOSHU MARU, Capt. T. SUBOCHI	SHANGHAI, via SWATOW, AMOY AND FOOCOW.	THURSDAY, Sept. 6, at Noon.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD—BREMEN.
EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID,
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND
PASSENGERS AND CARGO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH
AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906.
SACHSEN	WEDNESDAY, 12th Sept.
PRINZ HEINRICH	WEDNESDAY, 26th Sept.
GRIFENAU	WEDNESDAY, 10th Oct.
PRINZ LUDWIG	WEDNESDAY, 24th Oct.
PRINZESS ALICE	WEDNESDAY, 7th Nov.
ROON	WEDNESDAY, 21st Nov.
BUELOW	WEDNESDAY, 5th Dec.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th Dec.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd Jan.

ON WEDNESDAY, the 12th day of September, 1906, at Noon, the Steamship SACHSEN, Captain PETERSEN, with MAIL, PASSENGERS, SPORE and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 10th September, Cargo and Special will be received on Board until 5 p.m. on TUESDAY, the 11th September, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 11th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:
To Naples, Genoa and Gibraltar

To Southampton, London, Bremen and Hamburg

* To New York, via Suez, via Naples, Genoa or Gibraltar

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates will be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR—Via—INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHATEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.
PROPOSED SAILINGS FROM HONGKONG—
(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1906.
PRINZ WALDEMAR	3227 tons.....TUESDAY, 18th Sept., 1906.
PRINZ SIGISMUND	3302 tons.....TUESDAY, 16th Oct., "
WILHELM	4963 tons.....TUESDAY, 13th Nov., "

ON TUESDAY, the 18th day of September, at Noon, the Steamship PRINZ WALDEMAR Captain WARTMANN, with Mail, Passengers, and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:
To MANILA

To NEW GUINEA

To BRISBANE

To SYDNEY

To MELBOURNE

To KOBÉ

To YOKOHAMA

To KOBÉ and back from KOBÉ to HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG 1st CLASS
To Europe via Australia and America

To Europe via Australia and America

JAPANNING CHINA.

Bonuses in the Interior.

The Director of the Chikang Bureau of Foreign Affairs in Hangchow has demanded from the Japanese Consul there the deportation from that city of a Japanese Buddhist Priest, named Ito, on the charge of various misdemeanours and conduct at variance with the Treaty between China and Japan. One of the charges is that this priest had extended illegal protection to a Chinese house who had been found guilty of harbouring civil characters and revolutionaries in the Haihui temple on Wushan hill, outside Hangchow.

As the claim advanced by the Japanese house, Ito, is that he has the power of protecting any of his disciples who might happen to get into trouble with the mandarins, it is perhaps needless to state that he obtained within a short time of his arrival in Hangchow many proselytes—only too willing to listen to and accept his propaganda—that of purifying the religion of Lord Buddha as now practised in China.

The more so as a report had got abroad that the Imperial Government intended to close and confiscate all temples throughout the Empire that had not been registered in the Board of Religious Affairs, and turn these unregistered temples into schools and colleges of modern learning, applying the revenues of such temples towards supporting these schools and colleges.

In their desperation abbots and patrons of unregistered temples sought to the aid of becoming disciples of Japanese houses residing in their midst, who, taking up their abode in these temples, started in them schools for instruction of the junior boys in the true tenets of the Buddhist religion.

Under the eyes of these Japanese houses abbots and patrons of unregistered temples were prepared to defy their own authorities, forgetting that there was no legal status for such temples in the eyes of the law. Then came the news that the Government had no such intentions, for instead of the order to confiscate unregistered temples there was an Imperial Edict especially enjoining upon the local authorities of each city to give proper protection to all temples throughout the Empire and to extend assistance whenever abbots needed such in starting schools of instruction for their young priests and nuns, who, in the system of universal education, were bound to receive knowledge and education also. Thus well behaved Buddhist priests need no "protection" from outside; but it has since transpired that improper priests who make their temples a harbourage for desperadoes and bad characters are trying to involve the Japanese priests amongst them, which in the case of Hangchow has caused the Chinese officials there to enquire more strictly into this system of so-called "protection" offered by irresponsible Japanese houses.

It is quite probable that in the circumstances the Japanese Consul authorities will do what the Hangchow officials ask of them.—N. C. Daily News.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCOW.

THE Company's Steamship HAICHING, Captain A. E. HONORS, will be despatched for the above Ports on FRIDAY, the 31st Inst., at Noon.

For Freight or Passage, apply to
DOUGLAS, LAURENCE & CO.,
General Managers.
Hongkong, August 28, 1906. 1698

REGULAR

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALACCA COAST.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS TO SAIL, 1906.

ATOLL

ERROLL

For Freight and further information, Apply to
DODWELL & CO., LTD., Agents.

FOR CANTON.

THE now and fast Twin-Screw Steamer SAN HOING, 651 Tons, Captain J. McGARRY, will leave for Canton at 8 a.m. on SUNDAY, TUESDAY and THURSDAYS and return to Hongkong on the following days, leaving Canton at 8 p.m. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each.

Cargo Freight very moderate.

OHREUNG ON STEAMBOAT CO., LTD., No. 138, Cross Street Road, Central.

700

HONGKONG-MACAO LINE.

S. S. WING CHAI.

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on WEEK-DAYS at 7.30 a.m., and on SUNDAY MORNINGS at 8.30 a.m., and returns from Macao on Week-Days at 2.30 p.m., and on Sundays at 6.00 p.m. Tide permitting.

Passage—Week Day 1st Class, including cabin and servant, Single \$3, Return \$5. 2nd class \$1.50, 3rd class \$0.75.

On and after SUNDAY, the 29th Inst., (inclusive) the SUPPLY FARE will be—1st Class Single \$1.00, with Cabin \$2.00, 1st Class Return \$2.00, with Cabin \$3.00, 2nd Class Single, 40 Cents, Return 60 Cents, 3rd Class 20 Cents each trip.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal.

Passengers who do not care to return on the Return Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, etc., notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG COY., 81, Queen's Road Central, Hongkong, August 13, 1906. 1694

Notices to Consignees.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship NIPON MARU.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from the Pacific Mail S.S. Co.'s Godown at West Point.

Cargo impeding discharge and undelivered by MONDAY, 3rd September, will be subject to rent and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

S. SILVERSTONE, Agent.

Hongkong, August 28, 1906. 1697

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Namsang, having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 9 o'clock A.M., the 29th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, August 27, 1906. 1687

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ HEINRICH, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 a.m. To-morrow.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 3rd of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 3rd of September.

All Claims must reach us before the 6th September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, August 28, 1906. 1696

NOTICE TO CONSIGNEES.

OLEN LINE OF STEAMERS.

FROM MIDDLESBORO, & LONDON.

THE Company's Steamship Glenora, having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 2nd September, will be subject to rent, after the 3rd of September, and a certificate of the Damage obtained from the Godown Co. within ten days after the Steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & CO., W.

Hongkong, August 27, 1906. 1688

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ WALDEMAR, having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd of September, will be subject to rent.

All broken, chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 3rd of September.

All Claims must reach us before the 6th September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, August 27, 1906. 1694

* SIR ROBERT HART'S MEMORANDUM.

A Series of Articles on Sir Robert Hart's Services for the Improvement of China.

Reprinted from the China Mail. To be had in pamphlet form at this Office, 5, Wyndham Street.

Price 50 Cents.

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By J. A. L.

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KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electric Fans (if required).</

THE FRENCH NAVY.

Attack on Toulon.

Admiral Fourrier's fleet of 43 battleships and cruisers returned from the African coast on July 25 to attack Toulon. The force was divided into three parts for the attack. One fleet, under Admiral Fourrier himself, had for its mission the blockade of Toulon, and a second, under Admiral Signe, was ordered to facilitate the operations by keeping at bay or destroying the Toulon squadron, represented by the third portion of Admiral Fourrier's force, and the soon hard pressed, Admiral Touchard, for the help of the torpedo fleet, which, in three divisions of five vessels each, assembled off Porquerolles late on Wednesday afternoon. It was arranged that during the night two divisions should harry the blockading line, whilst the third, composed of 30-knot boats, was to attack Admiral Touchard, pass him into Toulon, and fall on his pursuers as they came up.

Both operations seem to have been brilliantly carried out. One of the divisions opposed to the blockading line attacked, and drew them well away from the line of the coast batteries, whilst the second destroyed the big ships. The third division was no less successful in overtaking Admiral Touchard's entry and in damaging his pursuers. According to the rules, a torpedo-boat had to approach within 300 yards of an enemy and remain in position until the enemy's movements in order to obtain a victim. That was done, it is said, in no fewer than fifteen cases. The manoeuvres on the other side of the Mediterranean included an attack on Bizerta. The fleet closed close to shore without lights, and landed a force of 500 men in the city, and then advanced in picket lines. The guns, fourteen in number, were hauled some distance inland, and to the top of a chain of hills 900 feet high. The work of the torpedo-boats and submarines stationed at Bizerta is said to have been excellent, both in watching and reporting the enemy's movements and in inflicting damage as opportunity occurred. The lesson to be learned from these operations is reported to be that the garrison of Bizerta is not strong enough for the work required of it, but that the possibilities of the mosquito fleet, both for defence and attack, have been underestimated.

Vessels at the Dock—At Kowloon.

Nippon Maru, H.M.S. Albatross, S.M.S. Tinghai, A.H.S.

Cosmopolitan—

Abderrahman—Rohi.

China Coast Meteorological.

Register.

August 29.—At 4 p.m.

August 28.—AT 7 P.M.						Wind.	
Station	Hour	Barometer.	Thermometer.	Direction.	Force.	Wind.	Weather.
Vietnam	2 p.	29.93	86	SW	6	0	0
Hakodate	2 p.	29.9	86	SW	2	0	0
Tokio	2 p.	29.98	86	SE	4	0	0
Kobe	2 p.	29.91	86	S	4	0	0
Yokohama	2 p.	29.96	86	S	2	0	0
Nagasaki	2 p.	29.96	86	S	2	0	0
Kagoshima	2 p.	29.96	86	SE	2	0	0
Osakima	2 p.	29.98	86	SE	2	0	0
Amoy	2 p.	29.98	86	SE	2	0	0
Swatow	2 p.	29.97	86	SE	2	0	0
Tientsin	2 p.	29.90	86	SE	2	0	0
Chifu	3 p.	29.87	82	NE	2	0	0
Wakabayashi	2 p.	30.02	84	NE	2	0	0
Hankow	2 p.	29.97	80	SE	2	0	0
Kiukiang	2 p.	29.87	80	SE	2	0	0
Shanghai	2 p.	29.77	84	SE	2	0	0
Peking	2 p.	29.77	84	SE	2	0	0
Sharp Pt.	2 p.	29.18	81	SE	11	5	0
Amoy	2 p.	29.69	83	ENE	5	0	0
Swatow	2 p.	29.10	80	W	3	0	0
Taihook	2 p.	29.20	83	SE	10	2	0
Taihu	2 p.	29.14	80	SE	2	0	0
Tientsin	2 p.	29.14	80	SE	2	0	0
Peking	2 p.	29.31	83	S	10	5	0
Pescadore	2 p.	29.04	80	SE	6	0	0
Canton	3 p.	29.37	90	SE	2	0	0
Hongkong	2 p.	29.34	79	NE	1	0	0
Viet. Peak	2 p.	29.34	79	NE	1	0	0
Cape Rock	2 p.	29.53	80	NE	2	0	0
Mason	2 p.	29.36	86	NE	4	0	0
Palak	2 p.	29.36	86	NE	4	0	0
Palak	2 p.	29.36	86	NE	4	0	0
Phulien	4 p.	29.66	91	W	4	0	0
Torranne	2 p.	29.64	93	W	2	0	0
O. S. James	2 p.	29.66	79	SW	2	0	0
Apari	2 p.	29.66	79	SW	2	0	0
Mangit	2 p.	29.66	79	SW	2	0	0
Longai	2 p.	29.72	93	SW	9	0	0
Bacool	3 p.	29.72	93	SW	1	0	0
Hilo	2 p.	29.76	84	W	1	0	0
Oebu	2 p.	29.78	85	W	5	0	0
Labuan	2 p.	29.71	88	W	2	0	0